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Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,480 號十捌百肆千肆萬壹第 日式十式月柒年十叁緒光 HONGKONG, THURSDAY, SEPTEMBER 1ST, 1904. 肆拜禮 號式拾叁月捌年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

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IT AT ONCE RELIEVES THE SKIN
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NEW PREMIER CYCLES. Best American
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Bags of 250 lbs. net \$3.00 per bag ex Factory.
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CANTON.
New Season's Selected
GINGER AND FRUITS
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Packed in Rich Syrup and Best Sugar.
STEM GINGER for Table d'hôte.
Specially recommended.
Delicious and wholesome.
Fixed prices for different assortments.
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Hongkong, 19th August, 1904.

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and Lofti Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902.

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Cool Rooms, Elaborately Furnished. Com-
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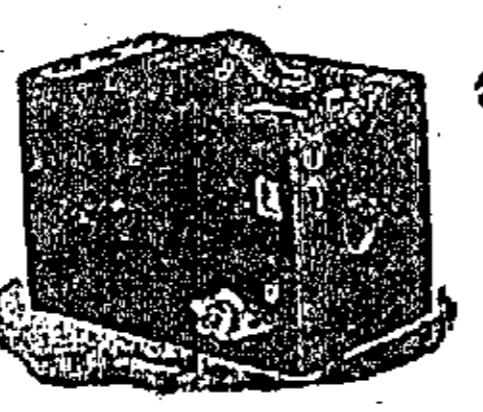
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Hongkong, 24th August, 1904.

[a1153]

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Hongkong, 15th August, 1904.

[a38]

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[a33]

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HONGKONG—15, QUEEN'S ROAD.

6th August, 1904.

[a35]

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC, \$23.50 PER DOZ.
Distinguished by Four Stars on the label.

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Less old than the above.

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ARE NOW SHOWING

LADIES' WHITE UNDER SKIRTS.

LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

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Over

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THE Standard is the only British Life Office
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The Oldest and Chapest Company in the
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DODWELL & CO., LTD.

[a1612-2] Agents.

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A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.

Dining Accommodation for 300 persons.
Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European
Maitre in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans
in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported
by the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by
machinery.

Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! [No Extras!]

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Manager.

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PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
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Town Office: 7, DUDDELL STREET.

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A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hoté at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903.

[a1802]

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.

WM. FARMER,
Proprietor.

[2106]

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HOTEL-SANTARIUM OF SOUTH
CHINA)

MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.

One steamer (as "Hunghsan"), daily to and from
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Canton, give easy communication with both
these centres.

Cable Address—"BOA VISTA".

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THE MANAGER.

[a1624]

THE MANAGER.

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It is these "finicky" people who are best pleased with our Soda—it's flavor, its richness, its taste.

It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

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DISPENSARY.
ALEXANDRA BUILDINGS.

HAVE THE
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PERFUMERY.
SOAPs.
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IN THE

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the superficial differences in the respective cartographic areas. Throughout history, from the roving Danes and their English heirs, the wandering Normans and the multiplying Semites, we have seen the little leaves leavening the large lumps. The change wrought in big Africa by little Europe is another illustration. No more wise is this persistently recurrent error that civilisation is a new thing under the rising Sun. Japan had its literature while we were still scratching badly drawn pictures on soft stone and earthenware. Japan treated its women as we do even now, honeyedly considered; only Japan made no pretence of chivalry while it legislated "walnut-tree" laws, man-made. It kept up the wasteful feudalistic etiquette to a much more recent date, but whereas our socialism did not begin until our feudalism left off, Japan had a healthy communal system running contemporaneously with its swashbuckling doings. That is why Japan remains Japanese under its European veneer, because there was nothing radical that required to alter. This Oriental tree had civilized roots; its new features are merely shoots grafted on: the tree remains. Its inventive faculties have not had to be awakened from the torpor of barbarism. They were as fully developed as ours, and the great conversion of the last half century is nothing more than a diversion—of these equally evolved powers into similar channels of activity to ours, and away from directions that struck the earlier foreign visitors as anachronistic and "uncivilised." Another popular misconception is that the Japanese has a detachment and mobility unknown to western peoples. This fancy originated with the globe-trotter who glanced into Japanese interiors and missed the "wharrot" and the sideboard, the "upright grand" and the umbrella stand. We are still being impressed with the "fact" that the Japanese wants are simple and easily supplied. His belongings can be packed in a bundle and carried on his back." As for us, we put our money in a stone cottage and fill it with permanent furnishings, to which we are rooted like a vegetable. It is nonsense, of course. We have nothing to dread in a comparison of our respective acquisitive tendencies. The Japanese, rich or poor, hoards more than he can carry on his back, and in the matter of "great possessions" is no more in accord with the Sermon on the Mount than we are. The real factor of Japan's success in war is not to be found in these idle fancies. It rests, as we have previously pointed out, on patriotism. Patriotism of the Japanese and English kind is not general in great Empires. The more nearly its area approximates to the parochial, the livelier it is likely to be. Russia, China, these are too big to have this effaced patriotism. Thus the race is not to the swift, nor the battle to the big.

River navigation in Burma during monsoon floods has its own peculiar risks, according to the *Bangkok Times*. The river near Yen was in high flood, and the B.I.S.N. Co.'s s.s. *Mergui* foundered in a paddy field.

Until the disarrangement of the Russian ships at Shanghai took place, Japan was keeping her three cruisers within twenty miles of Gutzlaff. Communication with Shanghai and the Consulate is kept up by the destroyer *Izumra*.

The text of the Tsar's manifesto shows that the political amnesty granted for the baptism of the Tsarevich is so limited and conditional that very few, if any, prisoners will be benefited by it. The Chinese Empress does this sort of thing better.

Referring to the Governor's recent treat for Hongkong children, the *N.C. Daily News* remarks: A party on such a scale as this to the children is quite a new departure for Hongkong, no previous Governor having indulged them so generously.

From Glasgow we have received one of the City papers which contains an extract from an article in the *Hongkong Daily Press* on the relations of "France and England." Our correspondent deletes the word "England" and writes in the margin "Great Britain." We beg pardon.

Experiments have been made at Shanghai in raising from seed plants of *Ocimum Veride*. The *Mosquito Plant*. This plant was first introduced last year at Kew when a specimen was received from Northern Nigeria. Its introduced claims that by placing two or three plants in a room, it is kept free from mosquitoes.

It is stated from Peking that owing to certain disputes between some Italians and the Chinese in charge of the Soochow Silk Filature—which was started about six years ago in that city, when Reform was the "fashion"—the Italian Legation in Peking is sending one of its members down there to try to settle matters.

A lady passenger on the *Malacca*, writing to the *Daily Graphic*, says one of the officers told the captain that the English were so terrified of Russia that they did not expect any notice to be taken of their insult to the British flag. At Stoez, the deck was surrounded with sentries carrying fixed bayonets. The Russians said they had orders to "make an example" of one ship to deter others from carrying contraband.

Five shillings a week pension to each private soldier's widow, and 1s. 6d. compassionate allowance for each child, is now assured by the State in every case where a soldier has died within two years from contracting a fatal wound or disease in South Africa. This is the first time in our history that this has been done. Nevertheless, much remains for private generosity, and the Lord Mayor consented to reopen the Mansion House Fund for Transvaal War Widows and Orphans.

The blue-funnel liner *Culchies* is reported to have been taken by the Russians to Saghalien. Why does not Admiral Noel send a couple of cruisers to find out what is being done with her? asks the *N.C. Daily News*. There is no Prize Court on Saghalien, and if the *Culchies* has been taken there in order that the flour on board may be landed for the relief of the Russians there, before the vessel has been condemned by a Prize Court, it is sheer robbery, on a par with the Russian treatment of British vessels generally.

Apologise the recent London ruling in a P. & O. case, with regard to steamer companies' liabilities in respect of passengers' luggage, a New York judge has given quite a contrary decision in a similar case. The conditions printed upon the back of the tickets he held "are not binding, because they are not reasonable, nor in accordance with public policy." Admiralty lawyers regard the decision as of great importance in establishing a precedent in connection with the liability of steamship owners in regard to losses of valuables on shipboard.

The following item, accompanied by an excellent photograph of the band, appeared in the *Police Review*: The Tientsin City Police Brass Band is composed of some 25 young Chinese boys, whose ages range from 15 to about 21 years. Organised by the Commissioner early in 1902, after 18 months' patient and indefatigable teaching by the bandmaster, Mr. Davis, the band is already able to play international anthems, marches, etc., and hopes to undertake music of a more classical description at an early date. The bandmaster belongs to the 21st Punjab Infantry, a regiment at present stationed at Tientsin.

By kind permission of Lieut.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—
March..... "Field Service"..... Ord. Huone Overture..... "Toreador"..... Rossi
Selection..... "The Bohemian Girl"..... "Hoffmeister"..... "Pendant le Bal"..... Gillet
Selection..... "Reminiscences of the Plantation"..... Chambers
Waltz..... "The Choristers"..... Phelps
Two Step..... "Mamboin Moss"..... Thurber
"God Save the King."

The officers of the cruiser *Azalea* at Shanghai, who have their quarters in one of the buildings at the Cosmopolitan Dock belonging to Furnham, Boyd & Co., gave a ball, partly at feso, on the 22nd ult. A number of Russian officers from the other Russian ships in port were present. Quite a number of Russian ladies also graced the ball with their presence, while the excellent band of the *Azalea* disengaged sweet music. The merriment lasted until the early hours of the morning, and all thought of death and wounds and international complications, and tangled questions of neutrality, were apparently banished for the nonce.

The police yesterday discovered a dangerous Electric Tramway pole, in the vicinity of Shaukiwan. There was a leakage of electricity from the wires, finding its way to the ground by means of the pole. The Company were at once informed about the matter.

His Lordship the Bishop of Macao, D. Joao Paulino d'Azevedo Castro, accompanied by the Revs. A. Gomes, T. Nunes, W. Arkwright, Soares and Lima, arrived yesterday by the German mail steamer *Bayern* from his pastoral visit to the Portuguese missions in Singapore and Malacca.

The *Morning Star* is undergoing a general overhaul.

The report of the Supreme Court will be found on page 5.

The Dock Co. have completed the repairs, etc. to the s.s. *Iothian*. She is shortly to take coal to S. Africa.

The s.s. *Sikh* is now in Kowloon No. 1 dock receiving a new sternpost, forged by the Dock Co. She damaged her sternpost on a rock in Singapore Harbour.

It may be news to know that in the Province of Shensi alone, according to experts who have surveyed it, there is enough coal to supply the needs of the world (300,000,000 tons annually) for 2,100 years.

The Chinese now being enrolled by the Russians as railway guards are armed only with stout sticks in case, when the Russians retire they should turn and read the hand which has fed them.

Two Russian-speaking Chinese who have been spying on the Japanese movements in Dalmatia, and also procuring supplies for the Russians, were caught by the Japanese, and after examination executed. They were both natives of Shantung.

The Foreign Ministers in Peking have protested against the Chinese monopoly of working of mines in Honan, and insist that foreign capitalists be also allowed to take part. As Prince Ching cannot give a decisive opinion on the matter the question of monopoly is temporarily shelved.

All the pother about the Russian ships at Shanghai was needless. The ships probably came there to disarm. The Russian bluffing of China did not show "incredible contempt." The Tsar's intervention did not save trouble. No doubt the Chinese quite understood the Russian attitude. The Russians were "saving face." That was all.

The Japanese News Agency reports a case of plague having occurred at Yinkow, but we (*Peking Times*) hope the disease has been wrongly diagnosed. Anyway the Japanese authorities are taking active measures to deal with the case, and superintending sanitary conditions generally, and there is far less danger of it spreading than formerly.

Viceroy Wei Kuang-fao has memorialised reporting the total amount of funds collected by the various liaison offices and stations throughout the province of Kiangsu during the year 1903 as Tls. 1,850,000, part of which has been sent up to the Imperial Exchequer in Peking for the use of the Government and part spent in liquidating indemnities.

The Acting Governor of Hunan reports having engaged five Japanese gentlemen to serve as teachers in the Normal and High Colleges in the Capital of the Province. These teachers have been engaged through the Chinese Minister in Tokyo with a monthly pay of from Tls. 150 to 200 per man with free quarters. These gentlemen left Tokyo for China a few days ago, and it is expected they will arrive early next month.

In order to promote industry in North China Viceroy Yuan has given permission to the Director to the Bureau of Agriculture at Pao-ting to establish a glass factory at Wan-fing Hien (near Peking), for the manufacture of all kinds of glassware after Japanese methods. His Excellency has given Tls. 20,000 as part of the requested capital, which will be subscribed by Chinese officials and merchants in this province.

The Viceroy of Yunnan has memorialised regarding the construction of the French railway in Yunnan. Since the spring of 1898 different parties of French engineers have successively visited the province for the purpose of surveying the route which was marked out. Now the company suggests an entirely new route, over 1,000 li, or about 333 miles in length. The estimated cost of the necessary lands and other expenses will be at least Tls. 1,000,000.

The Hon. Sec. of the Tientsin Cricket Club has received a letter from the Hon. Sec. of the Shanghai Cricket Club regretting that his committee will be unable to accept the invitation of Tientsin to send a team this year owing to the fact that they are sending a team to Hongkong in November, and cannot manage both visits. It has been suggested that Tientsin should visit Shanghai between now and the end of October, but it is feared a sufficiently strong team cannot be got together.

Mr. H. G. Myhre, Acting Deputy Const. Inspector, publishes the following information:—
The Chinese gunboat *Feiting*, sunk by an explosion of gunpowder, lies in 6 fathoms of water about 1 mile above Ching Chai Wan and 2 cables off shore. There are 11 feet of water over her funnel. From the wreck, P/S Sin Chau Beacon bears S. 80 deg. W. and Golden Island Pagoda bears S. 66 deg. E. A sunap flying a red flag during the day, and exhibiting a red light at night, is moored over the wreck.—*Shanghai Mercury*.

At the instance of the Director-General of the Southern Railways, official proclamations have been issued by the Viceroys regarding the construction of the Shanghai-Nanking line by British capitalists, and at the same time their Excellencies strongly advise the wealthy Chinese officials and merchants to purchase the shares of the company at £100 per share. As the line is in Kiangsu, which is regarded as the wealthiest province in China, it is believed that the line will become one of the most profitable railways in the Empire. When it is completed the profits of the shares will probably be much increased.

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

RUSSIAN ROUT AT LIAO.

TOKYO, 30th August.

On the 25th instant, when the Russians were strongly posted on the steep mountains, twenty-three miles to the south-east of Liaoyang, the Japanese First Army began an attack.

By night, the Japanese central column had captured the corresponding Russian position, after a gallant bayonet charge by the infantry.

The Russian right and left wings continued a stubborn, desperate resistance, and severe fighting ensued on the following day.

By evening of the 26th, after a sanguinary engagement, the Japanese right column overcame the Russian left, and captured eight guns.

On the 27th instant, the entire Japanese forces delivered a concerted attack, which resulted (about sunset) in the whole Russian position falling into their hands.

Japanese casualties numbered about two thousand.

At the same time, the more westerly army of Japan marched into Anshantien, which place the Russians evacuated without resistance.

Both Japanese armies continued to press the retreating Russians, some detachments being sent to intercept their escape. The movement was successful. The Russians fled towards Liaoyang in the utmost confusion.

During this rout, the Japanese maintained a heavy fire, from which the Russians were seen to be suffering heavily.

The Japanese captured eight field guns, a lot of ammunition, and many carts.

[REUTER'S SERVICE.]

"EXTREMELY FANATICAL" ATTACKS.

LONDON, 29th August.

Reuter's correspondent at St. Petersburg wire: General Sakaroff telegraphs that on the 27th instant six guns were abandoned during the retreat after Friday's fighting.

The Russian losses are not yet ascertained, but exceed 1,500. There were many sword, bayonet, and revolver wounds, showing the closeness and the desperate character of the fighting. The Japanese turning movement and the enfilading fire of their guns caused the Russians to retire to a new position. The Japanese assumed the offensive (it is presumed the offensive) on Saturday afternoon; their attacks were characterized by extreme fanaticism.

SEARCHING FOR THE SEARCHERS

LONDON, 29th August.

Four cruisers and one gun-boat are seeking the Russian Volunteer cruisers in South African waters.

A DISASTEROUS RETREAT.

LONDON, 29th August.

Reuter's St. Petersburg correspondent wire: General Routhovitch and Colonel Derabeni were killed during the retreat to Liaoyang.

(From *Northern Papers*.)

PORT ARTHUR.

CHIEFOO, 23rd August.

It is stated by a refugee from the vicinity of Port Arthur that on the 21st the Japanese occupied the fort on Yitsehan and the positions surrounding Taiipingchi, about a mile and a half off the town. It is also stated that the Japanese were besieging Peiyushan, the hill adjacent to the old town.

THE "SEVASTOPOL" HITS ANOTHER MINE.

TOKYO, 24th August.

The Russian battleship *Sevastopol* struck a mine off Port Arthur yesterday afternoon, and was towed into the harbour with a heavy list to starboard.

THE "DIANA" AT SAIGON.

LONDON, 25th August.

A telegram from Saigon to Paris says that the Russian cruiser *Diana* has one damage by a shell, and another below the waterline. She had four men killed and twenty-three wounded.

MINE CASUALTIES AT PORT ARTHUR.

TOKYO, 25th August.

Two Russian destroyers struck mines yesterday evening off Liaotien; one was sunk, and the other towed into the harbour.

CAPTURE OF A FRENCH BLOCKADE-RUNNER.

TOKYO, 25th August.

The Japanese have captured a French steamer from Port Arthur with her cargo, and she is to be brought to Sasebo.

NEWS FROM PORT ARTHUR.

CHIEFOO, 25th August.

It is stated that nearly all the forts on the Port Arthur defence line are now in command of the Japanese, but as an excavation 16 feet wide and 16 feet deep surrounds the town from the east of the railway line to Golden Hill, even if the Japanese infantry began the assault on the 23rd, it would necessitate a two days' engagement to reach the town, where perhaps to day or to-morrow a hand-to-hand fight will take place.

A further two days' engagement would probably be required for the capture of the last defensive position on Tiger Hill, where General Stoessel is expected to fight to the last.

Two forts at Chiefookong, at the end of the town, were destroyed on the 20th, and on the following day the powder magazine was blown up.

LAND FIGHTING AT PORT ARTHUR.

CHIEFOO, 25th August.

A native junk which left the vicinity of Chiefookong on the 22nd instant reports:—

At midnight of the 20th instant the fort at Chiefookong had been destroyed by the Japanese and the powder magazine had also been burnt on the 21st instant. The Japanese are now at the eminence near Chiefookong and between the two are no Russian defence works. However

from the place about four or five Chinese li east of these places called Laomuchukou and from the forts on the Payahshun, three Chinese li west of those places, the Russians are pouring artillery fire upon the Japanese and that prevents the advance of the Japanese. There is a defense work in the form of a moat between Chiefookong and Port Arthur. The Russians are carrying ashore the submarine mines they had laid in the harbour and are preparing to take refuge on board the warships who threatened by the Japanese land force. According to the Russian soldiers there are over 5,000 Russians wounded. Japanese shells reached Golden Hill the morning of the 23rd instant; cannonading was incessantly heard by the junk, but after that, the junk being at a distance, no more cannonading was heard.

REFUGEES FROM PORT ARTHUR.

TOKYO, 25th August.

On the 19th inst. about 300 women and children from Port Arthur had been sent to Dalmat.

INQUESTS.

A TRAM ACCIDENT.

An inquiry was held by Mr. H. H. J. Gompertz, yesterday, into the circumstances of the death of one Lau Luk, a Chinaman, recently killed by a tram accident at Wilmer Street. The following gentlemen were sworn as jurors: Messrs. E. C. Georg, Julius Focke, and J. B. Scott.

A Chinese tram-conductor said: On the 21st inst. I was in charge of car No. 18. We were at the entrance of Wilmer Street to the Praya at 11.55 a.m.; the car was going east towards Wing Lok Street. There was another car in Wing Lok Street coming towards me—I could not see the number. A man was on the line of the other car and he ran on to the line of my track; he was holding a pickaxe. I rang my bell, and as he did not move, slowed down, putting on the brakes to stop the car. The car, however, struck the pickaxe the man was carrying. The car could not stop in time. I rang my bell several times, but he would not get away. The pickaxe, which he was carrying on his right shoulder, broke his head, and he fell down. I told the ticket-collector to blow his whistle and call for the police. The car stopped. The ticket-collector blew his whistle. The police came, got a chair, and the man was carried away.

Mr. Gompertz: Did the car touch deceased?

Witness: Yes, it touched the axe and the man. It stopped immediately afterwards.

Mr. Gompertz: If I ask any questions likely to incriminate you, you may refuse to answer them. How did you stop the car?

Witness: I put on the brake first, but that would not stop it, so I reversed the motor.

Mr. Gompertz: How far off was deceased?

Witness: A few feet.

Mr. Gompertz: How far off was he when he crossed on to your track?

Witness: A few chungs.

Mr. Gompertz: Was he looking towards your car?

Witness: No; he was looking at the other car.

Mr. Gompertz: Did the car pass?

Witness: Yes, when my car stopped, after it had struck deceased, the other car passed.

Mr. Gompertz: How was deceased lying?

Witness: One of his feet was near the net below the car, placed there to catch people. His body was lying across my line.

Mr. Gompertz: Do you know who deceased was?

Witness: No.

By Police Inspector Collett: The car went about half a yard after striking deceased.

A Chinese ticket-collector said: It was a Sunday about two weeks ago. I was on No. 18 car, at 11.55 a.m. I was collecting money. The car was going from west to east. I saw the conductor stop the car by turning off the electricity. I looked at the conductor, and asked him what was the matter. Then I saw an old man lying on the ground, with blood flowing from his head, and I sent for the police. A part of his legs were on the net at the bottom of the car and the body was on the track. There was a pickaxe by his side.

Mr. Gompertz: Was he sensible?

Witness: He moved, but could not talk.

Mr. Gompertz: Did you see him fall?

Witness: No.

By Inspector Collett: Besides putting off the electricity the last witness put on the brake. Last witness sounded the gong before car struck deceased. The gong was sounded several times.

Madame Emma Grecon said: I was on an electric car about 12 o'clock on the 21st inst. The car was going east. I was about five minutes on the car. The man rang the bell a great deal. It was east of the Sailor's Home. Several men were on the line. One had a pickaxe, and this man did not get off the line. All the others got off. Another tram came up. I did not see him fall down, as I was not looking that way. I saw him a little before in front of the car. The tram then stopped. It went a little way after the brakes were on, but stopped quickly.

Mr. Gompertz: Was the conductor sounding the gong when you first saw the man on the line?

Witness: Yes.

Mr. Gompertz: Was there another tram passing?

Witness: No, but about five minutes later a car came from the opposite direction.

Mr. Gompertz: Did you see the man before the car stopped?

Witness: Yes, but I did not take particular notice.

Mr. Gompertz: Did he sound the bell?

Witness: Yes, plenty.

Mr. Gompertz: The police came quickly and took the man away in a carriage. I did not look at him.

Dr. E. A. R. Leung, assistant superintendent of Government Civil Hospital: At 12.40 p.m. on the 21st August a Chinese male was admitted into the Government Civil Hospital suffering from injuries stated to have been received by being knocked down by a tram. He was bleeding from the left ear and two small scalp wounds. He was unconscious, and was treated for a fracture of the base of the skull. He died on the 24th August. I made a post mortem examination same day, and reported that he died from fracture of the base of the skull and hemorrhage on the brain.

An Indian Constable said: About noon on the 21st I was on duty under the verandah in Wilmer Street. I saw a tram arriving there from Kennedy Town. I turned around, and when I looked again, saw a man lying down. A Chinaman on the car blew his whistle and I blew mine. I took the number of the car and told it to wait. I took the man to hospital.

Mr. Gompertz: Did you see how it happened?

Witness: No; he had a wound on the back of the ear.

A Chinaman said: I am a foreman in charge

of earth coolies. On the tram line, Sunday 21st instant at the entrance to Wilmer Street, about 11.50 a.m., one of my workmen was knocked down by a car. He was working. I saw a tram car coming, but did not see deceased knocked down. I saw him afterwards. He was lying across the line. I did not see any wounds. I did not hear any ringing of gongs. I heard the police whistles blown afterwards. He was an old man carrying a pickaxe. I did not see the body in hospital. An Indian constable, the last witness, saw the body.

Walter Linden said: I am an inspector of the electric tramways. A car running at a rate of ten miles an hour could be pulled up in ten yards by reversing the controller. To drive the car forward, turn the handle to the right; to apply the brake to the left. This reverses the motor. There is also a hand brake, acting on the running wheels. It is a powerful brake acting by mechanical means—friction. The alarm gong is worked by the motorman with his foot. It is a loud alarm.

By Jury: What is the average speed the cars travel?

Witness: Ten miles an hour.

Mr. E. C. Georg: And it takes ten yards to pull it up?

Witness: Yes.

Mr. E. C. Georg: That seems rather slow. At home a car is stopped in five or six feet. It is an awful distance.

Mr. Gompertz: It is rather long. Would the car be going ten miles at Wilmer Street?

Witness: Yes, about ten miles.

Mr. Gompertz said that the evidence the police had been able to get together was concluded, but if the jurors desired it he would adjourn the inquiry. There was one point he would draw attention to. If any of them rode bicycles they would recognise how difficult it was sometimes to prevent accidents.

Mr. Gompertz: How many cases have you in your district?

Witness: Nine cases during the last typhoon.

Mr. Gompertz: What is your experience in Hongkong?

Witness: One year and eight months as building inspector.

Mr. Gompertz: Would these houses be dangerous in an English town?

Witness: There is not such stress of wind there.

Mr. Gompertz: But if they were in a European town would they be condemned?

Witness: They would not be allowed to be built there.

Mr. Gompertz: But if they were there would they be condemned?

Witness: I should think so.

Mr. Gompertz: What are your duties as an inspector?

Witness: To inspect buildings in course of construction, old ones, alteration and repair.

Mr. Gompertz: When would you consider a house dangerous?

Witness: When it is in danger of collapse.

Mr. E. C. Georg: Did you see that this house had cracks?

Witness: Yes, a number of cracks, but not more, so than a number of houses.

Mr. E. C. Georg: Is it not your duty as an inspector of buildings to call the owner's attention to such?

Witness: Not that I am aware of. If it was in a state likely to be dangerous we should inform the owner at once. This was not so far gone.

Mr. Gompertz: How many per cent. do you think as bad as this?

Witness: I do not know.

Mr. Gompertz: Was it exposed to the wind?

Witness: Yes; but it was not a high house.

Mr. Gompertz: What made it fall?

Witness: I do not know. I am only a workman.

Another scaffold builder said: At daybreak on the morning of the 25th inst. I was asleep in the godown, No. 1, Ping On Lane. I was asleep on the first floor when the house suddenly collapsed. I was not hurt. I do not know. It was blowing a typhoon at the time.

Another scaffold builder said: On the morning of the 25th inst. I was asleep at No. 1, Ping On Lane. I had gone there the previous evening. The house collapsed at the morning. I was not hurt.

Mr. Gompertz: What made it collapse?

Witness: I do not know. I was asleep.

Mr. Gompertz: Was there any wind?

Witness: Yes, much wind, and rain.

Mr. Gompertz: The police came quickly and took the man away in a carriage. I did not look at him.

Dr. E. A. R. Leung, assistant superintendent of Government Civil Hospital: At 12.40 p.m. on the 21st August a Chinese male was admitted into the Government Civil Hospital suffering from injuries stated to have been received by being knocked down by a tram. He was bleeding from the left ear and two small scalp wounds. He was unconscious, and was treated for a fracture of the base of the skull.

He died on the 24th August. I made a post mortem examination same day, and reported that he died from fracture of the base of the skull and hemorrhage on the brain.

Mr. Gompertz: Who identified it?

Witness: Her son. The body was then taken to the public mortuary.

Mr. E. C. Georg: What is your idea about the house?

Witness: It was a very old house, and several times previously I had noticed cracks in the front wall. It had a ground, first and second floors.

By Mr. Gompertz: I do not know how long the house had been built. The wind was blowing strong from the S.W., but the house was protected.

European P.C. 130 said: About 6.55 a.m. on the 25th inst. I received a message and went to No. 1, Ping On Lane. After

digging the rubbish for about a quarter of an hour I found the body of a Chinese woman, under the bricks and mortar, having the appearance of having been suffocated. She was dead; her son identified the body.

Police Inspector Smith said the son could not now be found. He gave the name of Lo Cho, No. 56, Hollywood Road, second floor.

Mr. Gompertz to P. C. 130: Did you know this house?

Witness: Yes, it was a rather old house built in an awkward place on the hill.

Mr. Gompertz: Did you see any want of care about the house?

Witness: No.

James Hutchings, building inspector, P.W.D. produced some photographs of the place, taken after the collapse, showing the shoring. He said: I visited the place with Mr. T. L. Perkins on the morning of the 25th inst. The shoring was done by the Public Works on the 25th, 26th, 27th inst. It was necessary to prevent collapse. The front of the house next is dangerous. I saw the building before the collapse. It was bad. There are many in Hongkong used to be built. The blue brick is not worse than the ordinary red brick, but best Canton red bricks are better. Army bricks are very good. Blue bricks are burnt. The colour is a matter of material.

Mr. Gompertz: Would you have condemned this building?

Witness: I might have done so.

Mr. Gompertz: Would you condemn any houses at Hongkong?

Witness: Yes, about one half. All the older ones.

Nearly all the houses 20 years old or older I think should be condemned. We have had eight or nine cases lately; all external walls in a typhoon.

Mr. Gompertz: How many cases have you in your district?

Witness: Nine cases during the last typhoon.

Mr. Gompertz: What is your experience in Hongkong?

Witness: One year and eight months as building inspector.

Mr. Gompertz: Would these houses be dangerous in an English town?

Witness: There is not such stress of wind there.

Mr. Gompertz: But if they were in a European town would they be condemned?

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Mr. Gompertz: What is your experience in Hongkong

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Blading, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unexpired.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Teleggraphic Address: PRESS, Codes: A.B.C., 6th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

WE have This Day admitted Mr. ALFREDO JORGE VIEIRA RIBEIRO a Partner in our Firm J. C. DOS REMEDIOS & CO.

Hongkong, 1st September, 1904. [2124]

JAVA-CHINA-JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI THE J. C. J. Lijn Steamship.

"TJILATJAP."

Captain Koops, having arrived from above ports, Consignees of Cargo are hereby informed, that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of September, will be subject to rent.

All Claims for damage must be sent in before the 4th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Batavia, Samarang, Soerataya and Macassar on the 2nd September, 1904, at 11 a.m. at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street).

SUNDAY FRENCH MAKE HOUSE-HOLD FURNITURE.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 1st September, 1904. [2126]

NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

on

FRIDAY,

the 16th September, 1904, at 3 p.m., at their OFFICES in Ice House Street.

THE V-VALUABLE LEASEHOLD PROPERTY.

Known and registered at the Land Office as SECTION A OF INLAND LOT NO. 99, with the premises thereon.

Now known as

Nos. 255, 257, 259, 261, 263 and 265, Queen's Road Central, and Nos. 34, 36 and 38, Hillier Street.

The property has an area of 2,334 square feet and is subject to an appointed Crown Rent of £190.2s. It is held from the Crown for the residue of the term of 75 years from the 23rd day of June, 1883, and for a further term of 924 years, respectively created thereby in a Crown Lease of the said Inland Lot No. 99 and the Indenture of Extension thereto respectively dated the 10th September, 1883, and the 21st January, 1886, and respect fully made between Her late Majesty Queen Victoria of the one part and Lou A King of the other part and Her said Majesty of the one part and Kwek Kam Fook of the other part.

The property will be sold subject to (a) a Mortgage dated the 27th January, 1903, made between Chey Chung of the one part and U. Yen of the other part and registered at the Land Office by Memorial No. 34165 and to the principal sum of \$19,000 and interest and other moneys thereby secured (b) a Mortgage dated the 27th June, 1904, made between the said Chey Chung of the one part and Tam Mun Hing of the other part and registered at the Land Office by Memorial No. 34115 and to the principal sum of \$2,000 and interest and other moneys thereby secured (c) an Equitable Charge dated the 22nd July, 1903, made between the said Chey Chung of the one part and Tam Kin of the other part and regis ered at the Land Office by Memorial No. 34146 and to the principal sum of \$2,000 and interest and other moneys thereby secured (d) a Mortgage dated the 8th June, 1904, made between the said Chey Chung of the one part and Li Hung Yui of the other part and registered at the Land Office by Memorial No. 35775 and to the principal sum of \$37,000 and interest and other moneys thereby secured (e) a Mortgage dated the 10th June, 1904, made between the said Chey Chung of the one part and Li Hung Yui of the other part and registered at the Land Office by Memorial No. 35799 and to the principal sum of \$10,000 and interest and other moneys thereby secured.

For further particulars and conditions of sale, apply to—

Messrs. HUGHES & HOUGH, Auctioneers.

or to

Messrs. DEACON, LOOKER & DEACON, The Solicitors having the conduct of the sale, 10, Queen's Road Central.

Hongkong, 1st September, 1904. [2127]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI THE Company's Steamship

"HAILOONG," Captain Mutton, will be despatched for the above ports on SATURDAY, the 3rd September, at 3 p.m.

For Freight or Passage, apply to

DOUGLAS LAPPY & CO., General Managers.

Hongkong, 31st August, 1904. [2124]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVAREN"

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 o'clock TOMORROW, the 31st inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th September, will be subject to rent.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 6th September, at 9.30 a.m.

All Claims must reach us before the 12th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 30th August, 1904. [2124]

INTIMATIONS

GOVERNMENT NOTIFICATION.

WITH a view to increasing as far as possible the forces available for the defence of the Colony in case of emergency, His Excellency the Governor has decided to invite senior residents who are British subjects to form themselves into an Association to be called "The Hongkong Volunteer Reserve Association" under the following conditions:—

1. The age limit for Members to be 35-50.

2. The Member to undertake not to quit the Association within 1 year of joining it without leave, and to enrol themselves in the event of necessity under the Volunteer Ordinance as the Hongkong Volunteer Reserve Company. Upon enrolment Officers of the Company will be selected from among the Members and Commissioned by the Governor.

3. The Rules of the Association to be framed by a Committee of Management elected by the Members from among their own number.

4. The Members to practise Rifle Shooting so as to become efficient shots, for which purpose they will be lent Rifles by the General Officer Commanding, and will be supplied with Ammunition at cost price.

5. The use of the Volunteer and Police Range will be reserved for the Association one day in the week, and the Members will have the right to use the Range at all times when not otherwise occupied.

All those intending to join will oblige by sending in their names to the undersigned before the 15th of September, 1904.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th August, 1904. [2121]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed on THURSDAY, 1st September.

Hongkong, 30th August, 1904. [2126]

TO LET

TO LET.

ON Upper Level a SIX-ROOMED HOUSE, Newly Furnished. Suitable for Mess.

Possession from 1st October.

Apply— BRITISHER.

Care of Daily Press Office.

Hongkong, 27th August, 1904. [208]

TO LET

NO. 8, ICE HOUSE STREET, just vacated by the proprietors of "Waverley Hotel."

The premises are now being thoroughly repaired, painted, and colour-washed, and are admirably suited for a First-Class Hotel. There are 17 large and well ventilated Rooms, several of which could be sub-divided.

For further particulars, apply to—

LINSTEAD & DAVIS.

Hongkong, 29th July, 1904. [2111]

TO LET

2ND AND 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL; suitable for Office.

Apply to— WING CHEONG.

35, Queen's Road Central.

Hongkong, 3rd November, 1904. [2124]

TO LET

NO. 1, STEWART TERRACE, the Peak.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.

Hongkong, 28th March, 1904. [2065]

TO LET

ROOMS or OFFICES on the First Floor of 34, Queen's Road Central.

Apply to— YEE SANG FAT.

At the Above Address.

Hongkong, 15th August, 1904. [2161]

TO LET

GODOWN No. 6, NEW PRAYA, Kennedy Town.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.

Hongkong, 29th July, 1904. [1846]

TO LET

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.

Apply to— JARDINE, MATHESON & CO.

Hongkong, 8th August, 1904. [1717]

TO LET

N. 35, MORRISON HILL ROAD. Conveniences New Building admirably suitable for European families.

Rent extremely moderate.

Possession from 1st September, 1904.

Apply to— LAM CHAI CHUEN.

Compradores Department A. R. MARTY.

No. 20, Des Vaux Road.

Hongkong, 24th August, 1904. [2065]

TO LET

EUROPEAN HOUSES, Nos. 2 to 10, Gap Road, Morrison Hill, thoroughly cleaned and colour-washed; in flats or whole.

Apply to— CHAN SHAU U, or A. STEVENSON, Agent for Lessee.

Care of The Pharmacy, FARMERS' BANK.

No. 56, Queen's Road Central.

Hongkong, 12th August, 1904. [1960]

TO LET

NOS. 6 & 7, ROSE TERRACE, Kowloon.

Apply at— NO. 8, ROSE TERRACE, Kowloon.

Hongkong, 30th August, 1904. [2108]

CANTON.

OFFICE and GODOWN, on Shameen, to be Let from 1st September.

Apply to— DEACON & CO.

Canton, 28th August, 1904. [2095]

TO LET

N. 0.55, Hollywood Road, THREE ROOMS, Open on all Sides, and suitable for Office.

Apply to— NO. 49 & 55, HOLLYWOOD ROAD.

Hongkong, 29th August, 1904. [2094]

WHISKIES.

NOTICE.

NEW ADVERTISEMENTS

NOTICE.

NEW ADVERTISEMENTS

BEKANTIMACHUNG.

BEI der in Alderding-A 1. No. 1 des Handelsregister, vermerkt Firm.

A. SCHOMBURG & CO.

ist Folgendes eingetragen worden:

DEM ERNST DURLACK IN Pakhoi ist

Prokura ertheilt.

Pakhoi, 23. August 1904.

2125 KAERLICH DEUTSCHE KONSULAT.

PUBLIC AUCTION.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st September, 1904. [2126]

TO LET

TO LET.

TO LET

INTIMATIONS
WHY NOT?

WHY NOT??
WHY NOT???

IT MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE NOBLEST SCORE WITH THE FINISH AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE, AND IS SOLD AT A REASONABLE PRICE.

EITHER

Cash or Hire

PURCHASE FROM

\$365.

THE APOLLO PIANO PLAYER.

CALL IN AND TRY ONE AT

THE ROBINSON PIANO CO. LTD.
Hongkong, 24th August, 1904.

[1408]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING & DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Offices of the General Managers, on SATURDAY, the 10th SEPTEMBER, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th SEPTEMBER, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd August, 1904.

[2070]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invites applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent or \$1 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 49 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$1 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904.

[1546]

WEI CHEE TO & CO.

IMPORTERS, EXPORTERS AND

GENERAL COMMISSION AGENTS.
SPECIALTY: HUMAN HAIR,
No. 12, Pottinger Street, Hongkong.
Agencies:—CHEE CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LUNG YEK, Fire Cracker Factory.
Hongkong, 1st June, 1904.

[1387]

SUPREME COURT.

Wednesday, 31st August.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE).

DEPUTY ABOUT A LEASE.

In the case of Li Sheang, ex parte the debtor, there was called an action as between Leung King Chuen and Luk Shan Ip and the trustee in bankruptcy of Li Sheang. Mr. M. Slade, barrister (instructed by Mr. H. K. Holmes, solicitor), appeared for Leung King Chuen and Luk Shan Ip; and Mr. H. E. Pollock, K.C., barrister (instructed by Mr. C. E. Beavis, solicitor, of Messrs. Wilkinson and Grist), for the trustee.

Mr. Slade said that the questions to be decided were—(a), whether the document registered in the Land Office by Memorial No. 27,346 on 29th March, 1900, constituted a valid lease or agreement for a lease for 30 years to the Wing Fung Tai shop at 872,50 a month, and (b), what is the interest of Leung King Chuen and Luk Shan Ip at the present time in the house 19, Jervois Street, on Marine Lot No. 6 A. These questions had been ordered to be tried by Sir William Goodman. There was no direction contained in the order as to who should be plaintiff and who defendant in the determination of these questions. He would ask his Lordship's ruling on the point of on whom the burden of proof rested.

Mr. Pollock contended that the other side should be plaintiffs.

Mr. Slade held that he should not be plaintiff as his clients were in possession of the lease of the property and the trustee was trying to dispossess them of it.

His Lordship remarked that if Mr. Pollock was disputing the validity of the lease he thought he should be plaintiff.

Mr. Slade in further argument said his clients were in possession and did not want to go out as the trustee wanted them to do. They had a lease for 30 years. That was, prima facie, a good title. The burden of disproving its validity lay on the person who challenged it and alleged it was bad.

His Lordship after hearing further argument held that if this had been an order for ejectment what Mr. Slade said would have been unanswerable, but in this case the Chief Justice had directed particular questions to be tried, and he must hold Mr. Slade's clients to be plaintiffs; it lay upon them to establish the validity of the lease.

Mr. Slade in opening the case said that in 1895 Li Wun, the father of Li Sheang, debtor was owner of Marine Lot 6 A, on which was situated No. 19, Jervois Street. Li Wun also had the right to use the name of Li Fuk Yuen Tong, the long name of his family. He was also the owner of the Cheun Leung shop, 51 Jervois Street, which was managed by Li Wun's brother, Li Kung Kwei, a younger brother. In October, 1895, Li Wun leased the premises 19, Jervois Street, to the Wing Fung Tai shop for 30 years. The Wing Fung Tai was now owned by two persons only. Leung King Leung and Luk San Ip, to whom the premises were now leased. In October, 1895, the Wing Fung Tai came into possession of the lease and were so to-day under that lease. In 1900 Li Wun endeavoured to eject the Wing Fung Tai from these premises on the allegation that they were monthly tenants and had not complied with the lawful notice to quit. The Wing Fung Tai defended the action upon the sole ground that they were in possession of the premises for an unexpired term of 30 years by a lease given in October, 1895. Before the action came on Li Wun died. Li Sheang was made plaintiff as executor. What Li Sheang's position was they did not know, but he appeared on the register as executor only. The action was tried in 1904 before Sir John Carrington and lasted some 11 days. The one question in dispute was the validity of the lease. Sir John held that the lease was a valid and subsisting lease and gave judgment for the defendants.

Mr. Pollock contended that all that Sir John Carrington did was to find that the plaintiff had not made out his case; it was quite sufficient for his Lordship to say that plaintiff had failed.

His Lordship said Sir John Carrington had held that there was no surrender of the 1895 lease and that the lease was a good one. These were the two questions put before the Court.

Mr. Pollock argued that it was not necessary for Sir John Carrington to have stated that it was not a necessary part of the judgment.

The present paid-up Capital of the Company will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$10 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904.

[1546]

WEI CHEE TO & CO.

IMPORTERS, EXPORTERS AND

GENERAL COMMISSION AGENTS.
SPECIALTY: HUMAN HAIR,
No. 12, Pottinger Street, Hongkong.
Agencies:—CHEE CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LUNG YEK, Fire Cracker Factory.
Hongkong, 1st June, 1904.

[1387]

It would have been quite sufficient for the Court to have said that the plaintiff had not made out his claim to be a good one. The Court was not satisfied with plaintiff's evidence that it was a monthly tenancy, but it did not follow that it was a 30 years' tenancy.

His Lordship remarked that there were only two conclusions for the learned Judge to have arrived at: either that there was a lease granted in 1895 or that there had been an agreement whereby the 30 years' lease was terminated.

Mr. Pollock said there was a third possibility: that the Judge thought plaintiff's evidence was not sufficient to establish his claim. The Judge might have said he was prepared to hold that the rent was agreed to be increased or that there was a monthly tenancy, but it did follow that he went a step further and said definitely that there was a 30 years' lease granted in 1895.

The Court adjourned at four o'clock until to-day at 12 noon.

▲ NEW FEAR.

Did Russia desire to lower British prestige in India? A point which has not been lost sight of by the Government in the seizure by Russia of British steamers, and particularly P. and O. vessels, which carry many Lascars, is the effect that may be produced in India.

Whether Russia had this point in view or not when she pounced upon the *Malacca* and the *Peru* can only be conjectured, but in official circles Russia's discrimination is regarded as suspicious, to say the least. The fact that Russia was able to take possession of a British ship and unmercifully dismiss the crew did produce an effect upon the Lascars on the *Malacca* which, if Russia had been allowed to take the ship into a Russian port, might have worked incalculable harm to Great Britain's prestige in India. We have it on very good authority that for this reason alone the British Cabinet was determined that if Russia insisted upon the *Malacca* being taken before a Prize Court at a Russian port, British warships would have been employed to prevent it. The importance of the point has also been fully appreciated by the directors of the P. and O. Company, and they are taking steps to remove the bad impression which has been left upon the native mind. At a certain amount of inconvenience, they have arranged that the *Malacca* shall be navigated to India by the original crew. They could have sent out another crew in much less time than it will take to collect the original complement, but in order to emphasise the British success they have given orders that the *Malacca* shall be detained at Algiers until the Lascars can join the ship Captain Street, who is at present in London, so we are informed, to proceed to Algiers in about a week, and the *Malacca*, carrying the ammunition which Russia intended to confiscate, will resume her interrupted voyage.The reports which have reached the British Foreign Office, giving details of the seizures contain statements made by the Russian naval officers to the effect that they included everything that was going to Japan in the list of contraband articles.—*Pall Mall*.

Best for the Skin and Complexion.

CALVERT'S CARBOLIC TOILET SOAP
(Soothing, cleansing and antiseptic.)
Pleasant to use, especially to sufferers from perspiration and refreshing in hot climates.

F. C. CALVERT & CO., Manchester, Eng.

CHARLES FORDE'S BILE BEANS.
WHAT THEY ARE AND WHAT THEY DO.

The amazing richness of the Australian Continent in healing roots and herbs has long been the wonder of scientists. For untold ages the natives of that country had only the juices and essences of these roots and herbs for medicine. How effective they proved, even in their crude form, is evinced by the extraordinary health which the natives enjoyed as borne out by Captain Cook, the discoverer of Australia.

Not only from the writings of such men as Captain Cook, but from their own observations, scientists have for a long time been aware of the great superiority of vegetable medicines over those containing mineral poisons; and some years back, Mr. Charles Forde, an eminent scientist, conceived the idea of utilising the essences of certain Australian plants that their healing properties might be made useful to modern man. By long and careful investigation and experiment, he at last gained the knowledge required. He found himself the discoverer of a natural-vegetable substance which acted on the liver and digestive organs directly and more effectively than any medicine known. The best laboratories, the most modern plant, and all that science dictated as being best, for the purpose was requisitioned in the compounding of this substance into convenient medicine form, and the result of it all was the production a few years back of the most perfect medicine of modern times. This medicine was produced in the form of small beans, which, being prepared for action on the liver, were called "Bile Beans."

Being the product of recent science, Bile Beans, on their first appearance, experienced a hard fight of science versus quackery, but the issue was soon decided by the public, with the result that Bile Beans began to rapidly displace the old, imperfect, and in some cases harmful medicines, which have been in use for fifty or sixty years and which, like all old forms, are behind the times, and correspondingly imperfect. Most of these remedies contain bismuth, iron, or some harmful animal or mineral substance, and if taken in quantities, produce evils worse than those they may temporarily relieve. Bile Beans, without the slightest discomfort, prompt the liver and digestive organs to act in nature's normal way, leaving those organs strengthened and stimulated to continue the performance of their duties without further assistance. They produce a gentle action on the bowels, ridding the system of all impurities. Their price brings them within the reach of all and they are the safest family medicine.

Bile Beans cure biliousness, indigestion, diarrhea, constipation, piles, liver disorder, malarial fevers, influenza, chills, spasms of the stomach, dizziness, faintness after meals, wind, nervous disorders, "that tired feeling," rheumatism, neuralgia and sciatica, kidney and urinary disorders, sleeplessness, headache, bad breath, anaemia, sickness of the stomach, blood impurities, pimples, ulcers, sores, etc., and all ailments arising out of a disordered liver and faulty assimilation. Of all Chemists at 75 cents (Mex.) per bottle.

[2010-3]

AUCTIONS

PARTICULARS OF SALE.

THE VERY VALUABLE LEASEHOLD PROPERTY.

Known as NO. 5, BONHAM STRAND.

VICTORIA, HONGKONG.

To be Sold by

PUBLIC AUCTION.

By Order of the Mortgagor.

TO-MORROW (FRIDAY),

the 2nd day of SEPTEMBER, 1904, at 3 P.M.

BY

MR. GEO. P. LAMMERT, Auctioneer.

at the premises

[2068]

BEING all that Piece or Parcel of Ground

situate at Victoria in the Colony of

Hongkong known and registered in the Land

Office as Section A of Marine Lot No. 1 A.

The said premises are held for the residue of

the term of 299 years granted by an Indenture of

Crown Lease dated the 27th day of August,

1871, subject to the payment of the annual sum of \$15, being a proportion of the rent and to

the covenants and conditions contained in the

said Lease.

For further particulars, apply to

F. X. D'ALVADAS & CASTRO,

Solicitor for the Vendor.

or to

MR. GEO. P. LAMMERT, Auctioneer.

Hongkong, 24th August, 1904.

[2067]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

FUEL, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. REYNELL & CO.

SHIPPING.

ARRIVALS.

DICIMA, German str., 734, Christensen, 31st August.—Canton 30th August. General—Sander, Wieland & Co.

HAILOONG, British str., 783, C. A. Mutton, 31st August.—Tamsui and Amoy 30th August. General—Douglas Lapraik & Co.

JACOB DIEDERICHSEN, German str., 623, B. Ohlson, 31st August.—Pakhoi and Hoihow 28th August. General—Jensen & Co.

KOWLOON, German str., 1,450, H. Stehr, 31st August.—Canton 30th August. General—Siemens & Co.

M. STRUVE, German str., 966, P. Bandt, 31st August.—Tamsui 31st August. Amoy 29th and Swatow 30th. General—Osaka Shosen Kaisha.

ONDA, British str., 3,247, J. A. Robertson, 30th August.—Rangoon 18th August. General—Order.

OVID, British str., 2,086, L. Cubitt, 30th August.—Kutukintan 25th August. Coal—Mitsui Bussan Kaisha.

PELEUS, British str., 7,441, J. Barrie, 31st August.—Foochow 29th August. General—Butterfield & Swire.

TAIWAN, British str., 1,104, H. Harder, 31st August.—Shanghai 27th August. General—Butterfield & Swire.

TJILATJAP, Dutch str., 2,175, H. Koops, 31st August.—Amoy 29th August. General—Java-China-Japan Line.

Victoria, Chinese str., 949, J. F. Masser, 31st August.—Chao-ki 11th August. General—Chinese.

ZWANLEY, British str., 2,908, J. Dawson, 31st August.—Durban 6th August.—Gibb, Livingston & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

31st August.

Anura, British str., for Saigon.

Charnash, British str., for Swatow.

Hawking, British str., for Swatow.

Nusantara, German str., for Yokohama.

Peleus, British str., for Singapore.

DEPARTURES.

31st August.

BAYERN, German str., for Shanghai.

ESANG, British str., for Tientsin.

ELIS RICKMERS, German str., for Bangkok.

GLENALLIC, British str., for Amoy.

HOHNESTEIN, German str., for Saigon.

LAETE, British str., for Saigon.

NIPPON, Austrian str., for Trieste.

ONDA, British str., for Yokohama.

SCANDIA, German str., for Shanghai.

SEZZIA, German str., for Hamburg.

TEAS, British str., for Manila.

TRIUMPH, German str., for Swatow.

VESSELS IN DOCK.

31st August.

ABERDEEN DOCKS.—Inukum, Prometheus, Kowloon Dock.—U. S. S. Pathfinder, Lothian, Changsha, Shawmut, Korat, Sidi, Clara Jeben, Kaiting, Sungkien.

COSMOPOLITAN DOCK.—Shantung, Cranley.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodges, will be despatched for the above ports TO-DAY, the 1st September, at NOON.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 30th August, 1904. [2115]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSELLS, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, 1904, at 1 P.M., the Company's Steamship "MANCHE," Captain Mourard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSELLS via Ports of Call, Transhipping Passengers and Cargo at Saigon to s.s. Polynesian.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 5th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th August, 1904. [2]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 3rd September, at 3 P.M. instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 31st August, 1904. [2061]

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer

"TAI ON."

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.

Fares:—

Saloon \$2.00
Chinese Saloon \$1.00
2nd Class 60¢
Steerage 20¢

This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

TIK ON S. S. CO., 309, Des Vaux Road Central, Hongkong, 9th July, 1904. [1674]

REDUCED FARES.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.

No. 147, Connaught Road Central, Hongkong, 15th March, 1904. [2]

REDUCED FARES.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for

Canton at 8.30 P.M. on SUNDAYS TUESDAYS and THURSDAYS and return to

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No. 147, Connaught Road Central, Hongkong, 15th March, 1904. [2]

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FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

MONTHLY SAILINGS FOR LIVERPOOL.

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.**

OUTWARDS.

STEAMERS **TO SAIL**
GLASGOW and LIVERPOOL "TELEMACHUS" ... On 3rd September.
GLASGOW and LIVERPOOL "PATROCLUS" ... On 8th September.
GLASGOW and LIVERPOOL "PINGSUEY" ... On 17th September.
GLASGOW and LIVERPOOL "ACHILLES" ... On 24th September.
GLASGOW and LIVERPOOL "DEUCALION" ... On 1st October.
GLASGOW and LIVERPOOL "ULYSSES" ... On 8th October.

HOMEBWARDS.

STEAMERS **TO SAIL**
LONDON, AMSTERDAM and ANTWERP "GLAUCUS" ... On 13th September.
GENOA, MARSEILLES and LIVERPOOL "IDOMENEUS" ... On 22nd September.
LONDON, AMSTERDAM and ANTWERP "TYDEUS" ... On 27th September.
LONDON, AMSTERDAM and ANTWERP "PATROCLUS" ... On 11th October.
GENOA, MARSEILLES and LIVERPOOL "ALCINUS" ... On 22nd October.
LONDON, AMSTERDAM and ANTWERP "PINGSUEY" ... On 25th October.
* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

STEAMERS **TO SAIL**
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA "TELEMACHUS" ... On 7th September.
NAGASAKI, KOBE & YOKOHAMA "DEUCALION" ... On 3rd October.
For Freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.** [10-11]

Hongkong, 26th August, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

STEAMERS **TO SAIL**
CEBU and ILOILO "SUNGKIANG" ... On 2nd September.
KOBE "CHANGSHA" ... On 2nd September.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, * "CHANGSHA" ... On 26th September.

SYDNEY and MELBOURNE

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is on board.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.** [12]

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS **TO SAIL**

SHANGHAI "HANGSANG" ... Friday, 2nd Sept., 4 P.M.
MANILA "YUENSANG" ... Friday, 2nd Sept., 4 P.M.

SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Tuesday, 6th Sept., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO.,
GENERAL MANAGERS.** [13]

Hongkong, 27th August, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO or CHEFOO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY" ... Captain J. P. Dawson.
S.S. "COURETTE" ... Captain J. W. Martin.
S.S. "CRANLEY" ... Captain W. E. Steele.
S.S. "IKBAL" ... Captain M. Robertson.
S.S. "ASCOT" ... Captain C. E. Cox.
S.S. "TWEEDDALE" ... Captain T. M. Milne.
S.S. "LOTHIAN" ... Captain J. C. Williamson.
S.S. "INKUM" ... Captain E. S. Pearce.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).

For Freight, apply to—

**GIBB, LIVINGSTON & CO.,
AGENTS.** [203]

Hongkong, 19th August, 1904.

**AMERICAN ASIATIC STEAMSHIP
COMPANY.**

FOR NEW YORK SUEZ VIA CANAL.

THE Steamship

"EPSOM" Captain J. Cox, will be despatched for the above port on FRIDAY, the 9th September, to be followed by the Steamship,

"CLAVENBURN," on or about TUESDAY, the 16th October.

For Freight, apply to—

**SIEWAN, TOMES & CO.,
General Agents.** [1630]

Hongkong, 24th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE" Captain G. C. Gandy, will be despatched for the above ports on WEDNESDAY, the 7th September.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to—

**SIEWAN, TOMES & CO.,
Agents.** [1358]

Hongkong, 11th August, 1904.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR SANDAKAN AND KUDAT.
Taking Charge of Through Rates to TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.

THE Company's Steamship

"BORNEO," Captain E. Muble, will be ready to load for the above ports on MONDAY, the 6th September.

For Freight or Passage, apply to—

**MELCHERS & CO.,
Agents.** [2114]

Hongkong, 30th August, 1904.

**BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.**

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA," Captain Windenbank, will be despatched as above on TUESDAY, the 6th September, at DAY-LIGHT.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO.,
Agents.** [2117]

Hongkong, 30th August, 1904.

"BEN" LINE OF STEAMERS.

THE Steamship

"BENVORLICH," Captain Thomson, will be despatched as above on or about the 7th September.

For Freight or Passage, apply to—

**GIBB, LIVINGSTON & CO.,
Agents.** [2118]

Hongkong, 16th August, 1904.

**NAVIGAZIONE GENERALE
ITALIANA.** (Florio and Rubatino United Companies.)

**STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.**

Having connection with Company's Mail Steamers to ADEN, SUZU, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Charge of Through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Maganzini, will be despatched as above on SATURDAY, the 10th September, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to—

**CARLOWITZ & CO.,
Agents.** [4]

Hongkong, 29th August, 1904.

**STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.** (With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON," will be despatched on or about the 15th September.

For Freight or further information, apply to—

**STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.** [1844]

Hongkong, 28th July, 1904.

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR MANILA.

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to—

**GIBB, LIVINGSTON & CO.,
Agents.** [1]

Hongkong, 27th August, 1904.

NATIONAL LINE OF STEAMERS.

THE Steamship

"CHUSAN," Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex.s.s. *Himalaya*.

From Persian Gulf, ex.s.s. *B. L. S. N.* and *B. & P. S. N.* Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before NOON TO-DAY, the 27th inst.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th August, 1904.

TYDEUS.

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 5th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognized.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,
Agents.** [10-11]

Hongkong, 27th August, 1904.

**AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.**

NOTICE TO CONSIGNNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Steamship

"NIPPON," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 4th September, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th September, will be subject to rent.

Bills of

POST OFFICE NOTICES.

The *America Maru*, with the American Mail, left Shanghai on Tuesday, the 30th ult., at 1 p.m. and may be expected here to-day.

MAILS WILL CLOSE

FOR PER DATE

Canton	Thursday, 1st	7.30 A.M.
Swatow, Amoy and Foochow	Thursday, 1st	11.00 A.M.
Macao	Thursday, 1st	1.15 P.M.
Singapore	Thursday, 1st	4.00 P.M.
Samshui, Shihung, Takking and Wuchow	Thursday, 1st	5.00 P.M.
Hoihow and Haiphong	Thursday, 1st	5.00 P.M.
Namao	Thursday, 1st	5.00 P.M.
Sanbuc	Thursday, 1st	5.00 P.M.
Macao	Thursday, 1st	5.00 P.M.
Kongmoon and Kunchuk	Thursday, 1st	5.00 P.M.
Canton	Friday, 2nd	7.30 A.M.
Canton	Friday, 2nd	8.00 A.M.
Manila	Friday, 2nd	9.00 A.M.
Hoihow and Haiphong	Friday, 2nd	11.00 A.M.
Nagasaki and Kobe	Friday, 2nd	11.00 A.M.
Bangkok	Friday, 2nd	11.00 A.M.
Macao	Friday, 2nd	11.00 A.M.
Shanghai	Friday, 2nd	11.00 A.M.
Manila	Friday, 2nd	1.15 P.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	3.00 P.M.
Kobo	Friday, 2nd	4.00 P.M.
Cebu and Illele	Friday, 2nd	4.00 P.M.
Namao	Friday, 2nd	4.00 P.M.
Sanbuc	Friday, 2nd	4.00 P.M.
Macao	Friday, 2nd	4.00 P.M.
Kongmoon and Kunchuk	Friday, 2nd	4.00 P.M.
Canton	Friday, 2nd	5.00 P.M.
Manila	Friday, 2nd	5.00 P.M.
Hoihow and Haiphong	Friday, 2nd	5.00 P.M.
Nagasaki and Kobe	Friday, 2nd	5.00 P.M.
Bangkok	Friday, 2nd	5.00 P.M.
Macao	Friday, 2nd	5.00 P.M.
Shanghai	Friday, 2nd	5.00 P.M.
Manila	Friday, 2nd	6.00 P.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	6.00 P.M.
Kobo	Friday, 2nd	6.00 P.M.
Cebu and Illele	Friday, 2nd	6.00 P.M.
Namao	Friday, 2nd	6.00 P.M.
Sanbuc	Friday, 2nd	6.00 P.M.
Macao	Friday, 2nd	6.00 P.M.
Kongmoon and Kunchuk	Friday, 2nd	6.00 P.M.
Canton	Friday, 2nd	7.00 P.M.
Manila	Friday, 2nd	7.00 P.M.
Hoihow and Haiphong	Friday, 2nd	7.00 P.M.
Nagasaki and Kobe	Friday, 2nd	7.00 P.M.
Bangkok	Friday, 2nd	7.00 P.M.
Macao	Friday, 2nd	7.00 P.M.
Shanghai	Friday, 2nd	7.00 P.M.
Manila	Friday, 2nd	8.00 P.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	8.00 P.M.
Kobo	Friday, 2nd	8.00 P.M.
Cebu and Illele	Friday, 2nd	8.00 P.M.
Namao	Friday, 2nd	8.00 P.M.
Sanbuc	Friday, 2nd	8.00 P.M.
Macao	Friday, 2nd	8.00 P.M.
Kongmoon and Kunchuk	Friday, 2nd	8.00 P.M.
Canton	Friday, 2nd	9.00 P.M.
Manila	Friday, 2nd	9.00 P.M.
Hoihow and Haiphong	Friday, 2nd	9.00 P.M.
Nagasaki and Kobe	Friday, 2nd	9.00 P.M.
Bangkok	Friday, 2nd	9.00 P.M.
Macao	Friday, 2nd	9.00 P.M.
Shanghai	Friday, 2nd	9.00 P.M.
Manila	Friday, 2nd	10.00 P.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	10.00 P.M.
Kobo	Friday, 2nd	10.00 P.M.
Cebu and Illele	Friday, 2nd	10.00 P.M.
Namao	Friday, 2nd	10.00 P.M.
Sanbuc	Friday, 2nd	10.00 P.M.
Macao	Friday, 2nd	10.00 P.M.
Kongmoon and Kunchuk	Friday, 2nd	10.00 P.M.
Canton	Friday, 2nd	11.00 P.M.
Manila	Friday, 2nd	11.00 P.M.
Hoihow and Haiphong	Friday, 2nd	11.00 P.M.
Nagasaki and Kobe	Friday, 2nd	11.00 P.M.
Bangkok	Friday, 2nd	11.00 P.M.
Macao	Friday, 2nd	11.00 P.M.
Shanghai	Friday, 2nd	11.00 P.M.
Manila	Friday, 2nd	12.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	12.00 A.M.
Kobo	Friday, 2nd	12.00 A.M.
Cebu and Illele	Friday, 2nd	12.00 A.M.
Namao	Friday, 2nd	12.00 A.M.
Sanbuc	Friday, 2nd	12.00 A.M.
Macao	Friday, 2nd	12.00 A.M.
Kongmoon and Kunchuk	Friday, 2nd	12.00 A.M.
Canton	Friday, 2nd	1.00 A.M.
Manila	Friday, 2nd	1.00 A.M.
Hoihow and Haiphong	Friday, 2nd	1.00 A.M.
Nagasaki and Kobe	Friday, 2nd	1.00 A.M.
Bangkok	Friday, 2nd	1.00 A.M.
Macao	Friday, 2nd	1.00 A.M.
Shanghai	Friday, 2nd	1.00 A.M.
Manila	Friday, 2nd	2.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	2.00 A.M.
Kobo	Friday, 2nd	2.00 A.M.
Cebu and Illele	Friday, 2nd	2.00 A.M.
Namao	Friday, 2nd	2.00 A.M.
Sanbuc	Friday, 2nd	2.00 A.M.
Macao	Friday, 2nd	2.00 A.M.
Kongmoon and Kunchuk	Friday, 2nd	2.00 A.M.
Canton	Friday, 2nd	3.00 A.M.
Manila	Friday, 2nd	3.00 A.M.
Hoihow and Haiphong	Friday, 2nd	3.00 A.M.
Nagasaki and Kobe	Friday, 2nd	3.00 A.M.
Bangkok	Friday, 2nd	3.00 A.M.
Macao	Friday, 2nd	3.00 A.M.
Shanghai	Friday, 2nd	3.00 A.M.
Manila	Friday, 2nd	4.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	4.00 A.M.
Kobo	Friday, 2nd	4.00 A.M.
Cebu and Illele	Friday, 2nd	4.00 A.M.
Namao	Friday, 2nd	4.00 A.M.
Sanbuc	Friday, 2nd	4.00 A.M.
Macao	Friday, 2nd	4.00 A.M.
Kongmoon and Kunchuk	Friday, 2nd	4.00 A.M.
Canton	Friday, 2nd	5.00 A.M.
Manila	Friday, 2nd	5.00 A.M.
Hoihow and Haiphong	Friday, 2nd	5.00 A.M.
Nagasaki and Kobe	Friday, 2nd	5.00 A.M.
Bangkok	Friday, 2nd	5.00 A.M.
Macao	Friday, 2nd	5.00 A.M.
Shanghai	Friday, 2nd	5.00 A.M.
Manila	Friday, 2nd	6.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	6.00 A.M.
Kobo	Friday, 2nd	6.00 A.M.
Cebu and Illele	Friday, 2nd	6.00 A.M.
Namao	Friday, 2nd	6.00 A.M.
Sanbuc	Friday, 2nd	6.00 A.M.
Macao	Friday, 2nd	6.00 A.M.
Kongmoon and Kunchuk	Friday, 2nd	6.00 A.M.
Canton	Friday, 2nd	7.00 A.M.
Manila	Friday, 2nd	7.00 A.M.
Hoihow and Haiphong	Friday, 2nd	7.00 A.M.
Nagasaki and Kobe	Friday, 2nd	7.00 A.M.
Bangkok	Friday, 2nd	7.00 A.M.
Macao	Friday, 2nd	7.00 A.M.
Shanghai	Friday, 2nd	7.00 A.M.
Manila	Friday, 2nd	8.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	8.00 A.M.
Kobo	Friday, 2nd	8.00 A.M.
Cebu and Illele	Friday, 2nd	8.00 A.M.
Namao	Friday, 2nd	8.00 A.M.
Sanbuc	Friday, 2nd	8.00 A.M.
Macao	Friday, 2nd	8.00 A.M.
Kongmoon and Kunchuk	Friday, 2nd	8.00 A.M.
Canton	Friday, 2nd	9.00 A.M.
Manila	Friday, 2nd	9.00 A.M.
Hoihow and Haiphong	Friday, 2nd	9.00 A.M.
Nagasaki and Kobe	Friday, 2nd	9.00 A.M.
Bangkok	Friday, 2nd	9.00 A.M.
Macao	Friday, 2nd	9.00 A.M.
Shanghai	Friday, 2nd	9.00 A.M.
Manila	Friday, 2nd	10.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	10.00 A.M.
Kobo	Friday, 2nd	10.00 A.M.
Cebu and Illele	Friday, 2nd	10.00 A.M.
Namao	Friday, 2nd	10.00 A.M.
Sanbuc	Friday, 2nd	10.00 A.M.
Macao	Friday, 2nd	10.00 A.M.
Kongmoon and Kunchuk	Friday, 2nd	10.00 A.M.
Canton	Friday, 2nd	11.00 A.M.
Manila	Friday, 2nd	11.00 A.M.
Hoihow and Haiphong	Friday, 2nd	11.00 A.M.
Nagasaki and Kobe	Friday, 2nd	11.00 A.M.
Bangkok	Friday, 2nd	11.00 A.M.
Macao	Friday, 2nd	11.00 A.M.
Shanghai	Friday, 2nd	11.00 A.M.
Manila	Friday, 2nd	12.00 P.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	12.00 P.M.
Kobo	Friday, 2nd	12.00 P.M.
Cebu and Illele	Friday, 2nd	12.00 P.M.
Namao	Friday, 2nd	12.00 P.M.
Sanbuc	Friday, 2nd	12.00 P.M.
Macao	Friday, 2nd	12.00 P.M.
Kongmoon and Kunchuk	Friday, 2nd	12.00 P.M.
Canton	Friday, 2nd	1.00 P.M.
Manila	Friday, 2nd	1.00 P.M.
Hoihow and Haiphong	Friday, 2nd	1.00 P.M.
Nagasaki and Kobe	Friday, 2nd	1.00 P.M.
Bangkok	Friday, 2nd	1.00 P.M.
Macao	Friday, 2nd	1.00 P.M.
Shanghai	Friday, 2nd	1.00 P.M.
Manila	Friday, 2nd	2.00 P.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	2.00 P.M.
Kobo	Friday, 2nd	2.00 P.M.
Cebu and Illele	Friday, 2nd	2.00 P.M.
Namao	Friday, 2nd	2.00 P.M.
Sanbuc	Friday, 2nd	2.00 P.M.
Macao	Friday, 2nd	2.00 P.M.
Kongmoon and Kunchuk	Friday, 2nd	2.00 P.M.
Canton	Friday, 2nd	3.00 P.M.
Manila	Friday, 2nd	3.00 P.M.
Hoihow and Haiphong	Friday, 2nd	3.00 P.M.
Nagasaki and Kobe	Friday, 2nd	3.00 P.M.
Bangkok	Friday, 2nd	3.00 P.M.
Macao	Friday, 2nd	3.00 P.M.
Shanghai	Friday, 2nd	3.00 P.M.
Manila	Friday, 2nd	4.00 P.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	4.00 P.M.
Kobo	Friday, 2nd	4.00 P.M.
Cebu and Illele	Friday, 2nd	4.00 P.M.
Namao	Friday, 2nd	4.00 P.M.
Sanbuc	Friday, 2nd	4.00 P.M.
Macao	Friday, 2nd	4.00 P.M.
Kongmoon and Kunchuk	Friday, 2nd	4.00 P.M.
Canton	Friday, 2nd	5.00 P.M.
Manila	Friday, 2nd	5.00 P.M.
Hoihow and Haiphong	Friday, 2nd	5.00 P.M.
Nagasaki and Kobe	Friday, 2nd	5.00 P.M.
Bangkok	Friday, 2nd	5.00 P.M.
Macao	Friday, 2nd	5.00 P.M.
Shanghai	Friday, 2nd	5.00 P.M.
Manila	Friday, 2nd	6.00 P.M.
Batavia, Samarang, Sourabaya and Macassar	Friday, 2nd	6.00 P.M.
Kobo	Friday, 2nd	6.00 P.M.